



City of Richmond

Report to Committee

To: General Purposes Committee

Date: June 15, 2011

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0153-04-01/2010-
Vol 01

Re: **Report from City Representatives on Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC) and Status Update of Richmond Airport Noise Citizens Advisory Task Force Report Recommendations**

Staff Recommendation

1. That a letter be sent to the Vancouver Airport Authority to:
 - a) acknowledge the positive efforts made by the Authority towards addressing the Richmond Airport Noise Citizens Advisory Task Force recommendations; and
 - b) request that the Authority provide a status report on its progress towards any outstanding Task Force recommendations as part of its next annual presentation to Council.

2. That the term of the Richmond Airport Noise Citizens Advisory Task Force be extended to March 2012 in order to provide feedback on the initiatives of the Control Zone Procedures Working Group of the YVR ANMC.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

In June 2010, Council directed staff and the City's two appointees to the Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC) to review the effectiveness of the final recommendations of the Richmond Airport Noise Citizens Advisory Task Force (the Task Force) after one year with the Task Force to be retained during this period to allow for the opportunity to provide comment on the discussions of its report with the relevant federal agencies. At that same meeting, Council endorsed a revised reporting structure for the City's two appointees to the YVR ANMC whereby the appointees would provide semi-annual updates directly to the General Purposes Committee on the agenda items discussed at previous quarterly YVR ANMC meetings. This report provides:

- a memorandum prepared by the City's appointees on the YVR ANMC (see **Attachment 1**);
- an update on the status of the Task Force recommendations; and
- an overview of the agenda items discussed at the YVR ANMC meetings held September 15, 2010, December 1, 2010, February 11, 2011, and May 18, 2011 along with City appointees' and staff comments on these topics.

Analysis

1. Status Update on the Recommendations of the Richmond Airport Noise Citizens Advisory Task Force

As requested by the City, all three federal agencies (i.e., Vancouver Airport Authority (VAA), Transport Canada and NAV CANADA) provided formal responses to the Task Force report by the September 30, 2010 deadline (see **Attachment 2**). As all three agencies are members of the YVR ANMC, the Task Force recommendations will be co-ordinated through this committee with the VAA being the primary lead, as the identified areas of concern coincide with those to be addressed in the VAA's *2009-2013 Noise Management Plan*. In cases where the objective of the Task Force recommendation is supported but not the particular method, an alternative approach may be suggested.

Attachment 3 provides the complete status of the 22 Task Force recommendations as of June 2011. During the past year, significant progress has been made on several recommendations and some have been completed; these are highlighted below in Sections 1.1 to 1.6.

1.1 Recommendation 5: Float Plane Operations

Recommendation 17: Expand YVR ANMC Membership to include Float Plane Operators

VAA staff analyzed float plane arrival and departure flight tracks during July and August 2010 to determine how closely operators were following the recommended flight paths published in 2009, which are consistent with those recommended by the Task Force. The data indicate 98 per cent compliance with the preferred horizontal alignment of the paths, however, the altitude of the aircraft was not examined. At the initiative of the City's representatives to the YVR ANMC, VAA, Transport Canada and City staff along with the City's YVR ANMC representatives met with the major float plane operators in February 2011 to discuss float plane operations and associated

community concerns. The meeting was very positive and informative for all parties. Short- and long-term action items arising from the meeting include:

Short-Term Actions

- undertake recurrent training for flight crews regarding the preferred flight paths;
- invite a float plane operator to become a member of the YVR ANMC, such as the Chair of the newly formed Float Plane Operators Association;
- redistribute the existing map of the recommended float plane flight paths; and
- undertake follow-up monitoring of the arrival and departure flight tracks in Summer 2011.

Medium-Term Actions:

- produce a “best practices” video; and
- update and distribute a new map of the recommended float plane flight paths.

City Representatives & Staff Comments: noise from float plane operations was a key concern identified by the Task Force. The planned actions are positive steps and, if successful, will address most of the Task Force recommendation with respect to float plane operations.

1.2 Recommendation 6: Ground Run-Up Enclosure

Recommendation 8: Reporting, Monitoring and Enforcement System

VAA staff report that approximately 3,600 engine run-ups at various power settings are conducted each year or 12-15 per day. Of these, 65 per cent are propeller engines and 60 per cent occur on the south side of the airport. The VAA receives approximately 50-60 complaints each year regarding the noise generated by the engine run-ups.

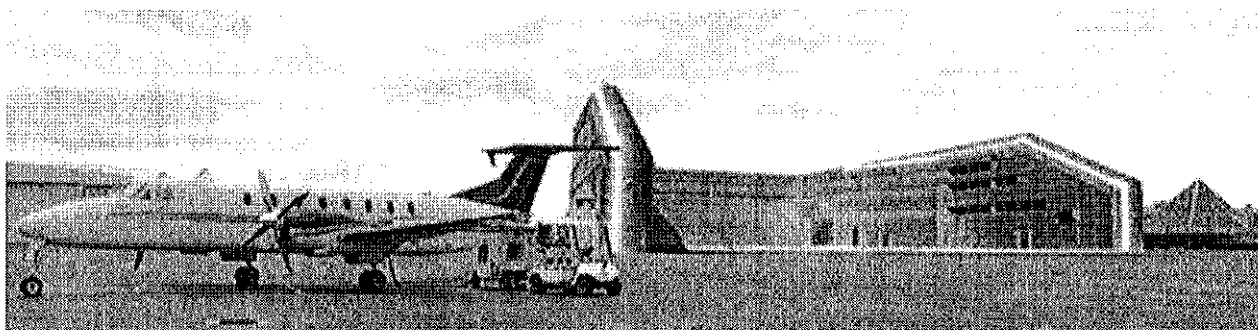


Figure 1: Conceptual Image of GRE at South Terminal

During 2009-2010, VAA staff investigated the feasibility of constructing a ground run-up enclosure (GRE) for propeller engines and identified a proposed design (see **Figure 1** for a conceptual image) that is three-sided with no roof and three storeys high (11 m). Seven potential sites for the GRE in the immediate vicinity of the south terminal were evaluated using the prime criterion of minimizing noise impacts on the greatest number of people. A preferred site (Site #7 in **Figure 2**) was identified and the VAA Board approved a recommendation to proceed at its December 9, 2010 meeting. Following design work, construction began in April 2011 with completion anticipated by December 2011.

Upon completion, YVR will be the only airport in Canada with a GRE. VAA staff estimate that, for residents living to the south, the facility will reduce noise levels by 50 per cent (approximately 11 dBA) from current conditions and the number of residents that are exposed to

>65 dBA (equivalent to a fast moving car at 8 meters away or a cash register at 3 meters away) will be reduced from 1,119 to 273. Verification of pre and post GRE noise reductions will be undertaken by an independent third party to ensure that the GRE meets specified noise reduction criteria. An additional permanent noise monitoring station will be established in Richmond to provide on-going data.

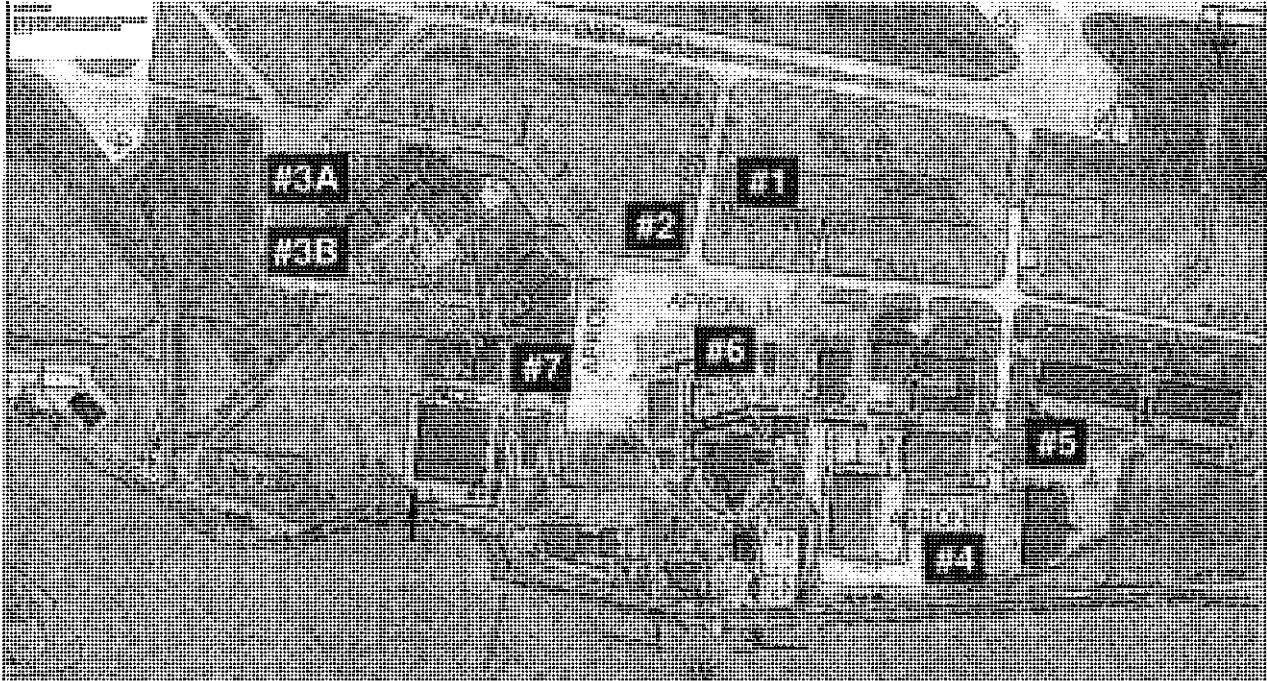


Figure 2: Potential and Preferred (#7) Sites for GRE at South Terminal

In addition, in May 2010, VAA established new reporting procedures to document unapproved engine run-ups observed on the airfield. Per the VAA's *2010 Aeronautical Noise Management Report*, 27 suspected unauthorized run-ups were reported to Transport Canada for further investigation as a result of the new procedures. To date, the incidents are still under investigation. Any sanctions issued will be posted on the Transport Canada website.

City Representatives & Staff Comments: construction of a GRE will measurably decrease the noise from engine run-ups that reaches Richmond residents living opposite the south side of Sea Island. Indeed, this project will primarily benefit Richmond, as propeller engine run-ups are not conducted on the north side of Sea Island.

1.3 Recommendation 12: Reverse Thrust Usage on 26L/08R (South Runway)

VAA staff advise that an application to publish a revised procedure to restrict the use of reverse thrust on the south runway (which is already in effect for the north runway) was submitted to Transport Canada in 2008. The procedural change was published in 2010 and is to include an education and awareness component to advise carriers of the operating restriction.

City Representatives & Staff Comments: the publication of the revised procedure is a positive change for Richmond, as the use of idle-only reverse thrust reduces aircraft noise when landing.

1.4 Recommendation 13: Flights over West Richmond

A Control Zone Procedures Working Group comprised of three members of the YVR ANMC (VAA, Transport Canada and NAV CANADA staff) was formed in December 2010 to examine opportunities to improve the safety and efficiency of airspace operations, which may also generate beneficial results in terms of noise mitigation. Per the terms of reference for the Group, its main purpose is to review aircraft arrival and departure routes as well as overflights by aircraft neither arriving nor departing from YVR, and review standard runway operating procedures. Focus areas for the Group include transit routes over the airport (i.e., increase existing minimum 2,500 feet altitude to 4,000 feet), float plane operations and aircraft departure routes. The Group intends to consult with stakeholders upon development of a detailed work plan and recommendations, and anticipates that its work will be substantially completed by March 2012.

In addition, at the February 2011 YVR ANMC meeting, VAA staff presented proposed routes for night-time (midnight to 6:00 am) departures that would direct the ground track of the aircraft over unpopulated areas as much as possible. Further analysis is required to determine how many aircraft are candidates for the suggested routes. Ultimately, the proposed routes will be forwarded to NAV CANADA for its consideration for formalization and publication as Standard Instrument Departures.

City Representatives & Staff Comments: The formation of the Working Group and the proposed night-time departure routes are significant positive steps towards achieving the objective of minimizing flights over west Richmond as put forward by the Task Force.

1.5 Recommendation 14: Olympic One Departure for Non-Jet Aircraft

In March 2011, NAV CANADA published the “Stanley One” departure for non-jet aircraft (effective May 5, 2011), which is substantially similar to the “Olympic One” departure (which became effective October 22, 2009) that the Task Force recommended be made permanent. The “Olympic One” departure had the effect of positioning departing non-jet aircraft further east over the less populated residential and more agricultural areas of Richmond.

City Representatives & Staff Comments: the new departure procedure should benefit the community by measurably decreasing aircraft departure noise generated over north and west Richmond by non-jet aircraft.

- 1.6 Recommendation 19: Task Force to Report Back on Agency Responses to Recommendations
- Recommendation 20: Task Force Recommendations to be Widely Disseminated
- Recommendation 22: Forward Task Force Report to Relevant Agencies

Per Council direction in June 2010, the mandate of the Task Force was extended to June 2011 to provide an opportunity for the Task Force to assess the agency responses. The Task Force report was also distributed to the three primary federal agencies as well as made available on the City’s website.

During the past year, the Task Force and City staff met to review and discuss the agency responses to and subsequent progress on the Task Force recommendations. Overall, Task Force members and City staff agree that the VAA is responding seriously and positively to their recommendations and that notable progress **GP-133** made towards achieving the objective of

the key recommendations as noted above, and will continue as the VAA develops action items to support its *2009-2013 Noise Management Plan*.

Accordingly, staff recommend that the City send a letter to the VAA to commend the positive efforts made by the agency towards addressing the Task Force recommendations and request the agency to provide a status report on its progress towards any outstanding Task Force recommendations as part of its next annual presentation to Council.

2. Potential Permanent City Aeronautical Noise Advisory Committee (Recommendation 21)

Per the Terms of Reference for the Task Force, its purpose is to “advise Council by providing a City forum for the discussion, consideration and co-ordination of aeronautical noise and aircraft flight path issues affecting the City of Richmond.” The primary work items are cited as

- *identify aeronautical noise complaint sources including holding public meetings to hear public concerns and suggested solutions;*
- *summarize and evaluate the public concerns and develop options and strategies to address the concerns; and*
- *present to Council its final recommendations regarding the issues and identify what actions the City, the VAA and others might do to address them.*

The Task Force clearly completed all of its major work items upon presentation of its final report to Council in June 2010. At that same meeting, Council directed that the Task Force be retained for one year (to June 2011) to allow for the opportunity to provide comment on the discussions of its report with the relevant federal agencies. Notwithstanding that no federal agencies have requested to meet with the Task Force over the past year, staff recommend that the term of the Task Force be extended to March 2012 to allow the Task Force the opportunity to provide feedback on the work of the Control Zone Procedures Working Group (described in Section 1.4), as the focus areas of the Working Group are directly relevant to a number of Task Force recommendations. Members of the Task Force have indicated collective support for the proposed extension. Staff would report back in March 2012 on the status of the Working Group initiatives as well as provide a recommendation regarding the future of the Task Force.

3. Additional Agenda Items Discussed at YVR ANMC Meetings

Sections 3.1 to 3.6 provide summary comments on additional agenda items discussed at YVR ANMC beyond those related to the Task Force recommendations.

3.1 YVR ANMC Membership – Citizen Representative for City of Surrey

In response to a request from the City of Surrey to appoint a citizen representative to the Committee, the Vancouver Airport Authority (VAA) agreed to the request in the interests of fostering a collaborative approach but with the understanding that VAA is not responsible for aeronautical noise beyond 10 nautical miles of the airport (i.e., Surrey is beyond this limit).

City Representatives & Staff Comments: VAA's accommodation of the request is a positive step towards increased openness and transparency. While Surrey is beyond VAA's geographic sphere of responsibility, there are other Committee members (e.g., NAV CANADA, Transport Canada) that have the ability to effect airspace changes over

3.2 Reports on Noise Management

The number of noise complaints received by VAA in 2010 decreased by 43 per cent compared with 2009. As shown in Table 1, complaints from Richmond residents accounted for 16 per cent of the total received.

Table 1: Noise Complaints to VAA for 2010

Municipality/Area	#	%
Surrey	342	28
Vancouver	253	21
South Delta	240	20
Richmond	196	16
North Delta	89	7
Burnaby	46	4
Other/Unknown	64	5
Total	1,230	100

As shown in Figure 3, annual data from the seven permanent noise monitoring terminals (NMT) in Richmond (shown in Figure 4) indicates that recorded noise levels at most locations have generally remained steady over the past 15 years with the exception of NMT#4 (located at Tomsett Elementary School on Odlin Road), which appears to exhibit an overall downward trend in recorded noise levels.

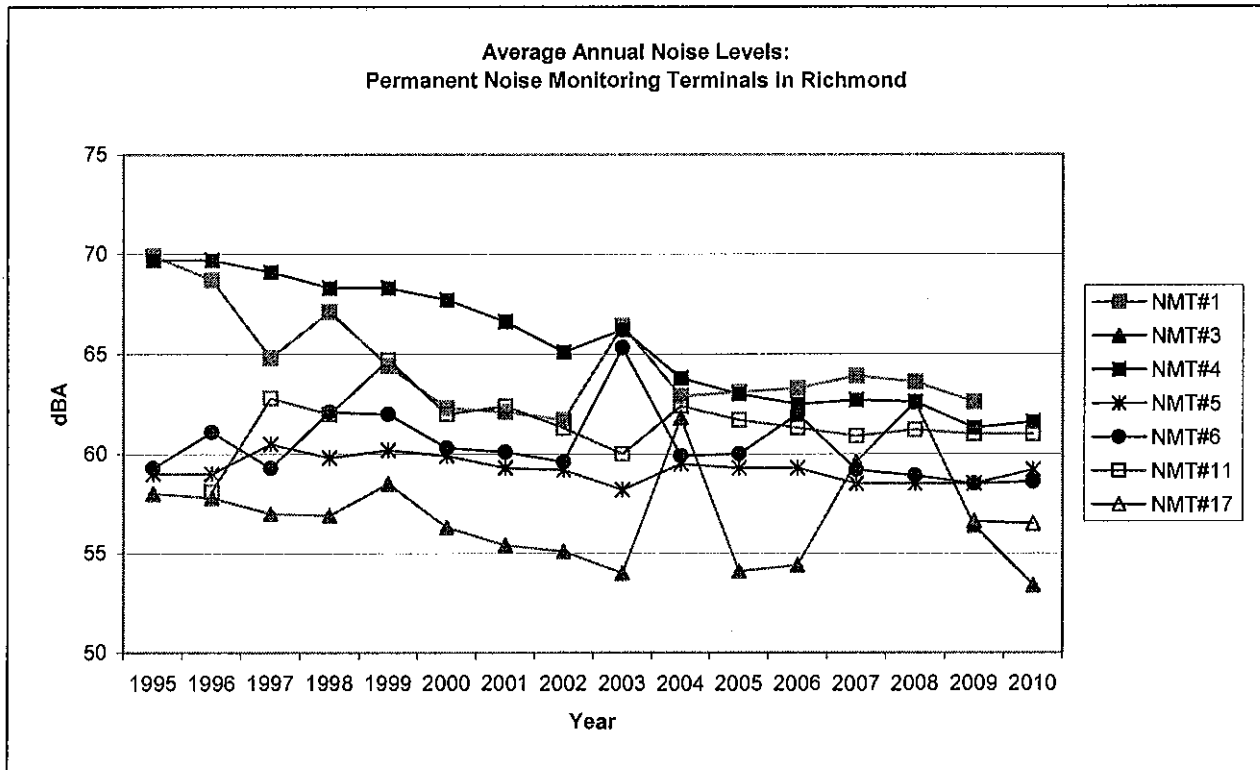


Figure 3: Average Annual Noise Levels recorded by NMTs in Richmond

City Representatives & Staff Comments: with respect to the noise complaints received, reporting only the absolute number of complaints received does not provide sufficient detail for analysis. For example, some complaints may not be related to YVR operations at all (i.e., overflights to Coal Harbour, Boundary Bay operations). It has been suggested to VAA that a breakdown of the type of complaint by municipality would



Figure 4: Location of Noise Monitoring Terminals (NMTs) in Richmond
GP - 135

aid the Committee in identifying potential mitigating measures.

3.3 Portable Noise Monitoring Stations – Results

Portable noise monitoring stations were located at Crescent Park Annex (2378 124th St) in Surrey and at Delta Fire Hall No. 5 (11720 64th Ave) in Delta to obtain objective data regarding noise levels in the community. The results indicate that YVR operations are not a significant source of noise at either location. Of the noise events recorded (i.e., the noise level exceeded a predefined decibel level and duration), only 0.8 per cent and 2.4 per cent were aircraft-related for the Delta and Surrey sites respectively. Of the aircraft-related events recorded at the Surrey site, only 12 (0.4 per cent) were related to YVR traffic with the remaining associated with aircraft operating from other airports in the region (i.e., Boundary Bay, Pitt Meadows, Langley, etc).

City Representatives & Staff Comments: the data illustrates that, of the noise events that were aircraft-related, the majority were due to operations of other nearby regional airports, not YVR. This additional information will help the responsible agencies to develop meaningful mitigation measures that target the noise sources.

3.4 Noise Information Seminars

VAA hosts quarterly noise information seminars for the general public where participants are given an overview of noise management practices at YVR and a bus tour of the airfield. Each seminar can accommodate 10 people and the latest seminars were held on July 17 and November 20, 2010.

City Representatives & Staff Comments: if the objective of the seminars is to educate and raise the awareness of local residents regarding aeronautical noise sources and mitigation measures, it has been suggested that VAA staff may wish to consider targeting and encouraging past complainants to attend the seminars as they may benefit from gaining the perspective of VAA on the issue of noise management.

3.5 YVR Night Operations

VAA distributed information that summarized YVR night operations (i.e., runway movements occurring between midnight and 6:00 am) over the 1992-2009 period. Statistics indicate that night operations as a percentage of total movements have remained relatively stable for both passengers and cargo. During this period, aircraft operations peaked in 1999 with 323,320 movements; in 2009, runway movements were down by 22 per cent from 1999 traffic levels.

City Representatives & Staff Comments: the Task Force identified the noise from night operations as a concern and while the night operations at YVR have not decreased over the past several years, it is at least encouraging that these movements have not increased either. One can expect that as more newer and quieter aircraft enter airlines' operating fleets, the impacts of noise will also decrease over time.

3.6 Social Survey Results

Each year, VAA undertakes an on-line survey of 1,000 Metro Vancouver residents to measure their level of annoyance with respect to aeronautical noise. VAA reported that 16 per cent of respondents indicated they were annoyed and, of those, 26 per cent were extremely annoyed and 37 per cent

were disturbed at night. Since 1996, the percentage of people reporting that they were annoyed has been on a decreasing to flat trend while air traffic to YVR have increased 87 per cent over the same time period.

City Representatives & Staff Comments: while VAA staff indicated that of the 1,000 survey participants, 200 resided in Richmond and 200 resided on the south slope of Vancouver, there was no further details regarding the distribution of the remaining participants. It has been conveyed to VAA staff that it is not clear what is the objective of the survey or what is the value of the survey results.

4. Parliamentary Standing Committee on Transport, Infrastructure & Communities: Study on Consequences of Noise Caused by Airport Operations in Urban Areas

During the last Parliamentary session (March 3, 2010 to March 26, 2011), the Standing Committee on Transport, Infrastructure & Communities initiated a "Study of the Consequences of Noise Caused by Airport Operations in Urban Areas." The issue was discussed at two Committee meetings (December 1st and 7th, 2010) and only preliminary information was exchanged. Representatives from Transport Canada and NAV CANADA provided overviews of each agency's role in managing airport noise and generally stated that aircraft noise issues in urban areas are best handled at the local level (i.e., by local airport authorities), although NAV CANADA stated that it is now corporate policy that it consult with communities when routing changes are proposed within terminal air space that would have a material impact on noise exposure in the community. At this time, there is no indication when the Standing Committee will reconvene.

It has been suggested that Richmond's Members of Parliament (MPs) be invited to a future Committee or Council meeting to discuss the issue of aeronautical noise in Richmond. Given that the parliamentary hearings are currently in abeyance and still at a preliminary stage with no definite end date or outcome identified, it may be premature to engage Richmond MPs on this topic at this time. Staff suggest that a more appropriate time would be if the progress being made by federal agencies to address the Task Force recommendations slows or the parliamentary hearings reconvene and substantive discussions occur.

Financial Impact

The proposed extension of the term for the Richmond Airport Noise Citizens Advisory Task Force to March 2012 would incur additional staff overtime to facilitate their meetings, which can be absorbed within existing approved operating budget.

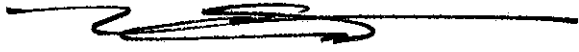
Conclusion

Members of the Richmond Airport Noise Citizens Advisory Task Force and City staff agree that the VAA is responding seriously and positively to the Task Force recommendations and that notable progress has been made towards achieving the objective of those recommendations and will continue as the VAA develops action items to support its *2009-2013 Noise Management Plan*.

Given that the focus areas of the YVR ANMC Control Zone Procedures Working Group are particularly germane to the recommendations of the Task Force, staff recommend that the term

of the Task Force be extended to March 2012 to allow the Task Force the opportunity to provide feedback on that work, which is anticipated to be substantially completed by that date.

Staff further recommend that the City send a letter to the Vancouver Airport Authority to commend the positive efforts made by the agency towards addressing the Task Force recommendations and request the agency to provide a status report on its progress towards any outstanding Task Force recommendations as part of its next annual presentation to Council.



for Joan Caravan
Transportation Planner
(604-276-4035)
(on behalf of Haydn Acheson and Margot Spronk, City Appointees to the YVR ANMC)

To: General Purposes Committee
City of Richmond

From: Haydn Acheson, City of Richmond Citizen VANMC Representative
Margot Spronk, City of Richmond Citizen VANMC Representative

Date: June 5, 2011

Re: 2011 Status Report Vancouver Airport Noise Management Committee

Appointee Background

Haydn Acheson was first appointed to the Vancouver Airport Noise Management Committee (VANMC) in January 2009, and re-appointed in January 2011 for a two year term. Haydn brings his experience as an airline pilot and a senior airline executive to the table. Currently Haydn is President and General Manager at the Coast Mountain Bus Company, and he lives in the Richmond neighbourhood of Terra Nova.

The 2011-12 term is the second VANMC appointment for Margot Spronk. Margot was previously NAV CANADA's General Manager for the Vancouver Flight Information Region, and worked as an air traffic controller at the Vancouver Area Control Centre. Margot lives in Steveston.

We believe that our backgrounds give us the subject matter expertise to understand the complex issues surrounding airport operations, as viewed through the lens of our determination to maintain and enhance Richmond's liveability.

Past Year at the Vancouver Airport Noise Management Committee

The past year at the VANMC has seen the promulgation of the final recommendations of the Richmond Airport Noise Citizens Advisory Task Force (RANCATF) and responses from the 3 involved agencies—Transport Canada, NAV CANADA and the Vancouver Airport Authority. Our task has been to monitor progress on the task force recommendations, as well as to provide the Richmond citizen perspective on issues raised at the quarterly meetings of the VANMC.

Highlights

- Probably the most significant development has been Vancouver Airport Authority's approval to construct a GRE (Ground Run-up Enclosure) at a cost of \$12M to be completed in December 2011.
- At our behest, a meeting between floatplane operators, the Airport Authorities Environmental staff and ourselves was held on February 3, 2011 to review float plane operations vis-à-vis Noise Task Force recommendation #5.

- The establishment of the tripartite Control Zone Procedures Working Group (VAA, NAV CANADA, Transport Canada), to generate solutions to safety, efficiency and environmental concerns.
- Regulations limiting the use of reverse thrust on the south runway were published in January 2011.
- An initiative to reinforce the use of preferred routes by floatplanes over noise sensitive areas was begun.

Vancouver Airport Statistical Trends

Vancouver International Airport continues to be one of North America's premier gateways, having been awarded best airport by airport travelers for the second year running. Notwithstanding its appeal to the public, YVR has not been immune to the impact of the 2008 recession, with traffic off the 2008 peak by almost 9% in 2010.

Richmond Specific Noise Trends

- Overall, the 5-year trend of Richmond citizen complaints is fairly flat.
- Most complaints are about aircraft in the departure phase of flight.
- As would be expected, most Richmond complainants live under the departure path of runways 08L and 08R.
- 15% of complaints are about aircraft **not** landing or departing from Vancouver Airport
- Night-time traffic over the past 5 years remains steady at around 3% of day-time operations, with a slight increase in 2010 in real numbers.

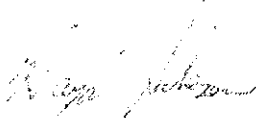
Areas for Concentration in 2011-2012

We will:

- continue to monitor progress on RANCATF Recommendations
- As new procedures are brought forward from the Control Zone Procedures Working Group, we will evaluate against the RANCATF recommendations, and analyse with respect to relevant Richmond complaint statistics
- Seek further opportunities to liaise with airport operators (as with the Float-plane group)
- Look for occasions to reinforce and reward quiet flight operations (Fly Quiet Awards)

We are appreciative of the opportunity to work with the City of Richmond and the Vancouver Airport Authority on the environmental noise portfolio, and look forward to helping make a difference to the citizens of Richmond in how airport noise is felt and perceived.

Sincerely,



Haydn Acheson



Margot Spronk

Responses of Federal Agencies to Task Force Recommendations



VANCOUVER
AIRPORT
AUTHORITY

10 September 2010

Malcolm Brodie, Mayor
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Brodie:

RE: Final Report of the Richmond Airport Noise Citizens Advisory Task Force

Thank you for your letter of 21 June 2010 including the *Richmond Airport Noise Citizens Advisory Task Force Report*. The City of Richmond and Vancouver Airport Authority share many common objectives--a thriving City of Richmond along with the diverse air service and economic benefits the airport engenders.

Our mandate is to operate YVR as Canada's Asia Pacific Gateway in the best interests of a broad range of stakeholders, including residents of neighbouring communities and thus we have a comprehensive noise mitigation program that evolves constantly with input from all stakeholders. As such, we read with care and interest the recommendations of the Task Force and Council.

I have asked Larry Berg, President and CEO, to address your correspondence. As was emphasized in your material, these issues entail matters within Federal Government jurisdiction and Larry has been working in collaboration with senior Transport Canada and NAVCANADA officials in considering the matters you raise.

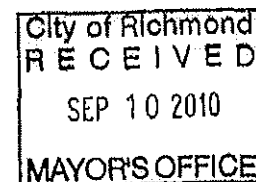
I look forward to working together with the City of Richmond to serve our community.

Sincerely yours,

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Mary Jordan
Chair, Board of Directors

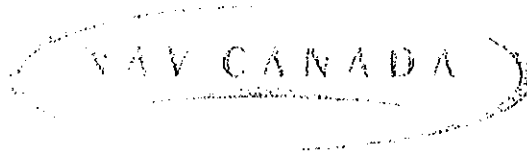
Cc: Peter Dhillon



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Responses of Federal Agencies to Task Force Recommendations



Doc. Ref./Réf. : FMP No. 2010-395

Direct Line/Ligne directe : (613) 563-7000

September 30, 2010

Via email: mayorea@richmond.ca

Mr. Malcolm D. Brodie
Mayor, City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

Dear Mr. Brodie:

Thank you for your letter of June 21, 2010 regarding the Report of the Richmond Airport Noise Citizens Advisory Task Force. Nick Geer has asked that I reply on his behalf.

Changes to aircraft routings at any time, but particularly close in to a major airport like Vancouver International Airport require careful assessment. All routes must be designed in consideration of numerous factors such as aircraft performance, separation requirements, wake turbulence, and flight efficiency in addition to trying to consider the noise impacts for residents living and working in the area.

NAV CANADA and the Airport Authority will be convening a technical aircraft operations working group to examine and assess potential changes to VFR and float plane arrival and departure routes. This committee will be getting underway shortly. The committee will examine some of the recommendations contained in the Task Force Report; in particular those contained in recommendations 5 and 13.

The committee will report back to the Vancouver Airport Noise Management Committee on its findings and recommendations.

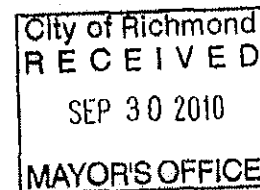
Thank you again for the opportunity to respond on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "John W. Crichton".

John W. Crichton
President & Chief Executive Officer

JWC/mb



Responses of Federal Agencies to Task Force Recommendations

Minister of Transport,
Infrastructure and Communities



Ministre des Transports,
de l'Infrastructure et des Collectivités

Ottawa, Canada K1A 0N5

SEP 23 2010

His Worship Malcolm D. Brodie
Mayor
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Mr. Mayor:

I am writing in response to your correspondence of June 21, 2010, to my predecessor regarding the City of Richmond's Airport Noise Citizens Advisory Task Force report.

I have noted that Richmond City Council has endorsed the report. I have also noted your offer to have City officials meet with Transport Canada representatives to discuss the report's recommendations and options to address them.

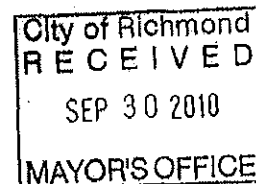
Please note that departmental regional officials are reviewing the report's recommendations and will be providing a response by the end of September 2010.

Thank you for writing.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Strahl".

Chuck Strahl



Responses of Federal Agencies to Task Force Recommendations



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Canada

Transports
Canada

Pacific
Region

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Our File *Notre référence*
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RDIMS # 6184529

October 5, 2010

His Worship Malcolm D. Brodie
City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

Dear Mr. Mayor:

Thank you for the opportunity to comment on the final Richmond Airport Noise Citizens Advisory Task Force Report.

Transport Canada is committed to working with the Vancouver International Airport Authority and NAV CANADA to seek ways to lessen the impact of aviation operations on the surrounding community. In that respect, we will join them in further analysis and the formulation of mitigative actions.

One of Transport Canada's primary roles is to ensure that aviation regulations are appropriate, enforced and updated as required. For example, we will be publishing a new noise abatement procedure regarding use of reverse thrust on the south runway at YVR in January 2011. This responds to a request from Vancouver Airport Authority, made with input from the YVR Noise Management Committee and industry, and addresses Task Force Recommendation 12. Transport Canada will continue working with the Authority and NAV CANADA on the specifics of the remaining recommendations.

Again, thank you for this opportunity.

Yours truly,

David J. Nowzek
Regional Director, Civil Aviation

DJN/ad

Canada

Responses of Federal Agencies to Task Force Recommendations

Recommendation		Status Updates	
1992 Vancouver International Airport Environmental Assessment Panel (YVR EAP) Report	1	That the appropriate agencies coordinate a response that clearly and comprehensively advises which of the recommendations of the 1992 YVR EAP, as endorsed by the Minister of Transport of the day, have been implemented and to what degree.	<ul style="list-style-type: none"> Jun 2011: not yet received
	2	In particular, that Transport Canada or other appropriate agencies provide a detailed report on the progress of an airport development plan for the Lower Mainland (metro Vancouver) region and initiatives with Abbotsford International Airport as per YVR EAP Recommendations 21 and 22.	<ul style="list-style-type: none"> June 2011: not yet received
	3	That the responses as requested in Recommendations 1 and 2 include a detailed implementation plan for all outstanding recommendations approved, endorsed and required by the Minister of Transport of the day.	<ul style="list-style-type: none"> June 2011: not yet received
	4	That VAA demonstrate how the YVR Aeronautical Noise Management Committee meets the intent of YVR EAP Recommendations 2 and 3.	<ul style="list-style-type: none"> June 2011: not yet received
Float Plane Operations	5	That VAA, NAV CANADA and other appropriate agencies introduce and publish new procedures for float plane operations to minimize noise impacts that include requiring:	<ul style="list-style-type: none"> Feb 2011: VAA and City staff, Richmond citizen YVR ANMC representatives meet with float plane operators to discuss concerns Jul-Aug 2010: VAA examine arrival and departure paths to determine how closely operators are following the recommended flight paths published in 2009; find 98% compliance with paths but does not consider altitude of the planes
	(a)	Float planes to use the north part of the Middle Arm of the Fraser River and/or the channel north of Swishwash Island.	
	(b)	No flights over built-up areas below 1,000 ft until on final descent for landing.	
	(c)	No powered float plane operations, including docking or ramping, on or adjacent to the Middle Arm of the Fraser River between 10:00 pm and 7:00 am.	
Aircraft Maintenance & Engine Run-Up Operations	6	That VAA install a proper Ground Run-up Enclosure (GRE), as a high priority capital project, to be used for all aircraft engine maintenance run-ups.	<ul style="list-style-type: none"> April 2011: construction commences Dec 2010: VAA Board approves construction; completion anticipated by Dec 2011
	7	That until a GRE is operational, VAA discontinue the granting of approval for engine run-ups between 10:00 pm and 7:00 am in airport areas and during wind conditions where the resulting noise is likely to affect residents living on the south side of the Middle Arm of the Fraser River.	<ul style="list-style-type: none"> Jun 2011: status unknown
	8	That VAA implement an effective reporting, monitoring and enforcement system to better manage noise issues resulting from operations on the south side of the airport.	<ul style="list-style-type: none"> May 2010: VAA establishes new reporting procedures to document unapproved engine run-ups observed on the airfield
Night Operations	9	That VAA or other appropriate agencies implement the following curfew periods at YVR:	<ul style="list-style-type: none"> Feb 2011: VAA staff identify potential night-time (midnight-6:00 am) departures that would minimize aircraft ground tracks over populated areas by directing aircraft over water or unpopulated areas as much as possible; to be forwarded to NAV CANADA for its consideration
	(a)	Non-noise certified jet aircraft shall not operate at any time.	
	(b)	All ICAO Annex 16 Chapter 2 aircraft shall not operate between 11:00 pm and 7:00 am.	
	(c)	All ICAO Annex 16 Chapter 3 aircraft shall not operate between midnight and 6:30 am.	
	(d)	All ICAO Annex 16 Chapter 4 aircraft may operate at any time for an initial two year trial period to allow for an assessment of the impact on the Richmond community.	

Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation		Status Updates		
	(e)	All other aircraft shall not operate between midnight and 7:00 am.		
	10	That VAA or other appropriate agencies develop a program to eliminate the number of curfew exemptions granted over the next three years.	<ul style="list-style-type: none"> Jun 2011: status unknown 	
	11	That VAA or other appropriate agencies publish a quarterly list of all curfew exemptions granted, including a reason for each exemption granted.	<ul style="list-style-type: none"> Jun 2011: status unknown 	
	12	That VAA or other appropriate agencies require aircraft to use idle-only reverse thrust at all times on all runways. <i>(This reverse thrust restriction already exists on the north runway and should be applied to the south runway).</i>	<ul style="list-style-type: none"> 2010: publication of procedure 2008: application to publish the revised procedure submitted to Transport Canada; anticipated to be published in next two months 	
Flights Operating Over West Richmond	13	That NAV CANADA or other appropriate agencies revise existing and develop new procedures for VFR (Visual Flight Rules) aircraft to better define and regulate the existing Noise Sensitive Area over Richmond as identified on Vancouver Terminal Area (VTA) charts to include:	<ul style="list-style-type: none"> Feb 2011: focus areas of Group established as transit routes, integration of IFR and VFR operations, float plane operations, and departure procedures; next steps are to develop work plan and consult with stakeholders 	
	(a)	Restrict and limit use of the airspace over West Richmond below 2,500 ft.	<ul style="list-style-type: none"> Dec 2010: Control Zone Procedures Working Group comprised of three members of the YVR ANMC (VAA, Transport Canada and NAV CANADA staff) formed to examine aircraft arrival and departure routes as well as overflights by aircraft neither arriving nor departing from YVR, and review standard runway operating procedures 	
	(b)	Amend the published VFR arrival routes for all aircraft, including float planes and helicopters, landing westbound on Runways 26L and 26R, on helipads, or on the Middle Arm of the Fraser River to include: <ol style="list-style-type: none"> Revoke the current "Richmond Square" VFR checkpoint and replace it with a new checkpoint near the Blundell Road overpass on the east side of Highway 99. Amend the "Coal Pile Arrival" route to utilize the new Blundell Overpass checkpoint with the route proceeding from the YVR VOR to north of the George Massey Tunnel and then remaining east of Highway 99 to Blundell Road. Require aircraft to remain at an altitude of not below 1,500 ft until final descent for landing. 		
		(c)	Float planes arriving from the north should use a standard circuit for landing westbound on the Middle Arm of the Fraser River but be required to maintain an altitude of at least 1,000 ft on the downwind leg as per Recommendation 5b, and be restricted from turning base until east of the Richmond General Hospital.	
		(d)	For VFR aircraft, including float planes and helicopters, departing eastbound from Runway 08L or 08R, from helipads, or from the Middle Arm of the Fraser River eastbound: <ol style="list-style-type: none"> Restrict right turns until climbing to at least 1,000 ft. For aircraft heading south, fly directly to the new Blundell Overpass VFR checkpoint in the area near the Blundell Road / Highway 99 overpass. Remain east of Highway 99 until the George Massey Tunnel. 	
	14	That NAV CANADA and other appropriate agencies cancel the "Richmond One Departure" and require all non-jet aircraft to use only the new "Olympic One Departure."	<ul style="list-style-type: none"> May 2011: NAV CANADA publishes the "Stanley One" SID departure for non-jet aircraft, which is substantially similar to the "Olympic One" SID departure. 	

Richmond Airport Noise Citizens Advisory Task Force: Status of Recommendations

Recommendation		Status Updates	
	15	That a new Aeronautical Information Circular (AIC) or Aeronautical Information Publication (AIP) Supplement, whichever version is most suitable, be published in the Canada AIP to highlight the noise issues of Richmond, reinforce the existence of the Noise Sensitive Area and describe the existing and new noise control procedures.	<ul style="list-style-type: none"> Jun 2011: pending
Governance and Noise Management	16	That the appropriate agencies, such as the YVR Aeronautical Noise Management Committee, hold a public meeting (not just an open house) in each of Vancouver, Richmond, Delta, and Surrey at least once per year (e.g., evenings or weekends) where citizens are free to voice their concerns, and get feedback as appropriate.	<ul style="list-style-type: none"> Jun 2011: VAA continues to host quarterly noise information seminars that are open to the public
	17	That the YVR Aeronautical Noise Management Committee membership be expanded to include all flight operators, including float plane operators and members of the Task Force or a permanent City aeronautical noise advisory committee, if established by Council.	<ul style="list-style-type: none"> Jan 2011: YVR ANMC membership expanded to include a representative for float plane operators
	18	That the appropriate agencies, such as Transport Canada, establish an independent noise monitor agency with the authority to monitor and enforce noise mitigation measures and penalize noise violators consistent with the intent of YVR EAP Recommendation 3.	<ul style="list-style-type: none"> Jun 2011: Parliament's Standing Committee on Transport, Infrastructure & Communities, which initiated a "Study of the Consequences of Noise Caused by Airport Operations in Urban Areas" during the last session, is an appropriate forum for this topic and this recommended action may arise
Recommendations for Richmond City Council	19	That the mandate of the Richmond Airport Noise Citizens Advisory Task Force be extended until all agencies have received, reviewed and reported back on these recommendations, at which time the Task Force recommends that it review the responses and report to Council with its final assessment of those responses, including any further recommendations, if necessary. After presenting this report to Council, the Task Force would not reconvene until the City receives feedback from VAA, NAV CANADA, Transport Canada or other appropriate agencies.	<ul style="list-style-type: none"> Current recommendation: Term of Task Force to be extended to March 2012 Jun 2010: Task Force term extended to June 2011
	20	That the recommendations of the Task Force, if approved by Council, be publicized as widely as possible by the City, including presentation(s) to senior levels of government, the media and other interested community organizations.	<ul style="list-style-type: none"> Jun 2010: completed – report disseminated to relevant stakeholders and posted on the City's website
	21	That if the Task Force is permanently disbanded, that a permanent City aeronautical noise advisory committee be established and its membership include the City of Richmond's appointees to the YVR Aeronautical Noise Management Committee.	<ul style="list-style-type: none"> Current recommendation: Term of Task Force to be extended to March 2012 Jun 2010: pending staff report in June 2011 regarding future of Task Force
	22	That this report be forwarded to Transport Canada, NAV CANADA, the Vancouver Airport Authority, and other agencies and persons as deemed appropriate by Council.	<ul style="list-style-type: none"> Jun 2010: completed